

SAFETY SUPPLEMENT

TECHNICAL MANUAL

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 REVISION 10, DATED 1 MAY 2005, LOCATED AT WEB SITE:
<http://www.robins.af.mil/logistics/LGEDA/Documents/to00-105e-9.htm>.

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TO THE ATTENTION OF ALL AFFECTED AIR FORCE PERSONNEL.

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

5 August 2005

1. PURPOSE.

This supplement provides instructions for update of TO 00-105E-9 Revision 10, dated 1 May 2005, affecting Chapter 11, Trainer Aircraft. This supplement is an updated file for the latest information regarding the T-6A aircraft procedures affecting engine shutdown. See the **NOTE** on page 7. Two new pages has been added to the file. Page 1 for the Aircraft Paint Scheme and page 2 for Dimensions with three views.

2. INSTRUCTIONS.

- a. This information, formatted in PDF, can be downloaded and printed from this web site by the end user. Use the most current Adobe Reader for this function, available free from Adobe.com.
- b. This supplement to Chapter 11 updates information based on newly researched source data information regarding this aircraft. The new file update should be added to Chapter 11 in TO 00-105E-9 Revision 10. The end user should save this file and print the affected pages, if applicable to the user's operation. File a copy of this Safety Supplement with the main Technical Order according to current regulations.

NOTE

This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-1 for Local Reproduction of TOs and Digital Media guidance.

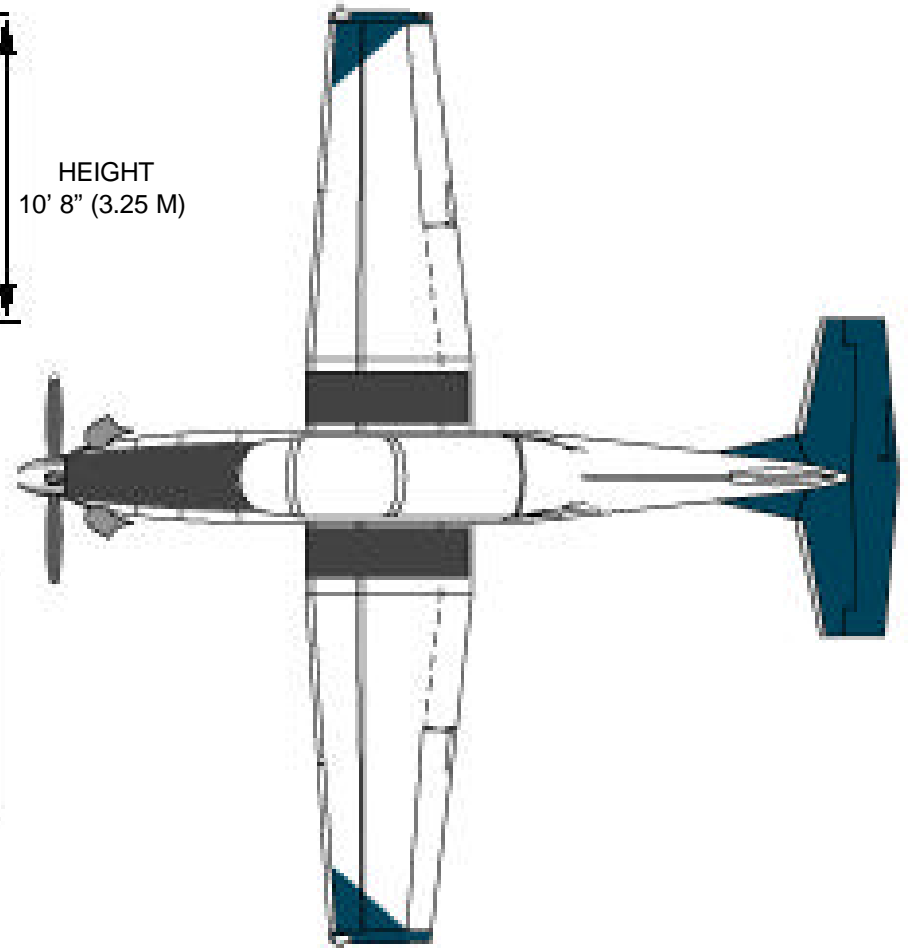
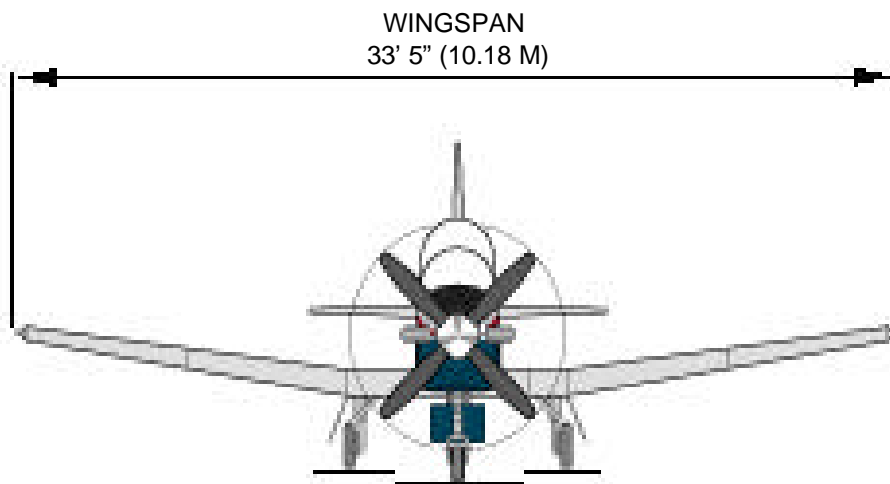
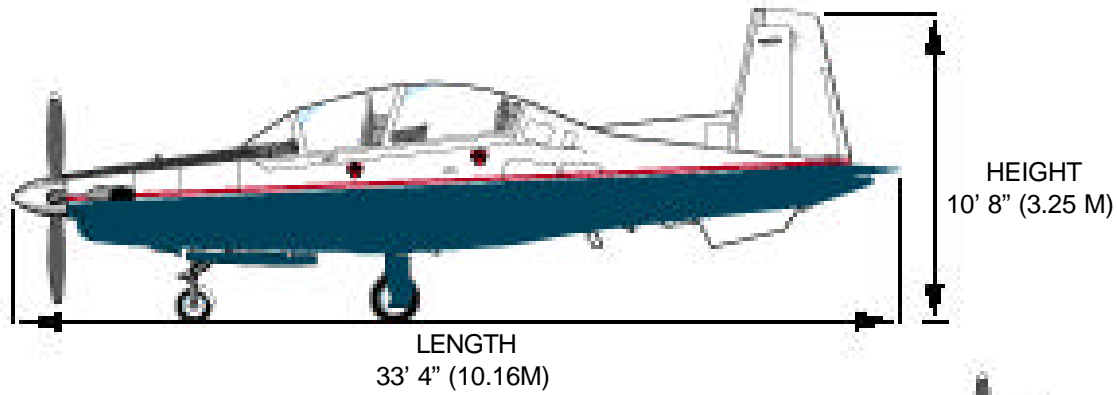
THE END

AIRCRAFT PAINT SCHEME

T-6A



AIRCRAFT DIMENSIONS

T-6A

AIRCRAFT HAZARDS

FLAMMABLE FLUIDS AND HAZARDOUS MATERIALS

NOTE:

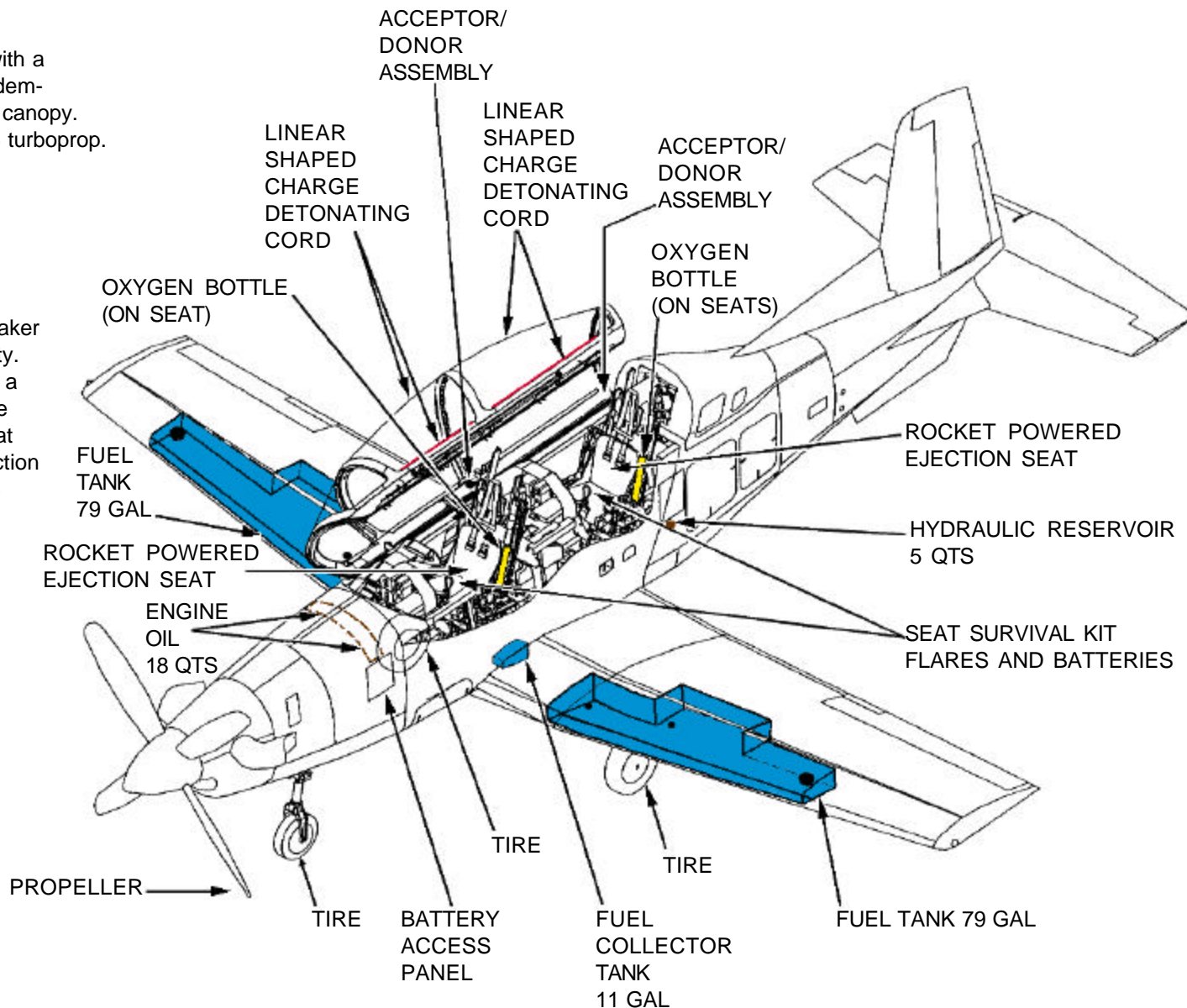
The T-6A is a low wing monoplane with a pressurized, two place, stepped, tandem-seating cockpit under a side opening canopy. Engine is a Pratt & Whitney PT6A-68 turboprop.

ENGINE FUEL:

JP-5, JP-8, JET A, JET A1, AND JET B

WARNING

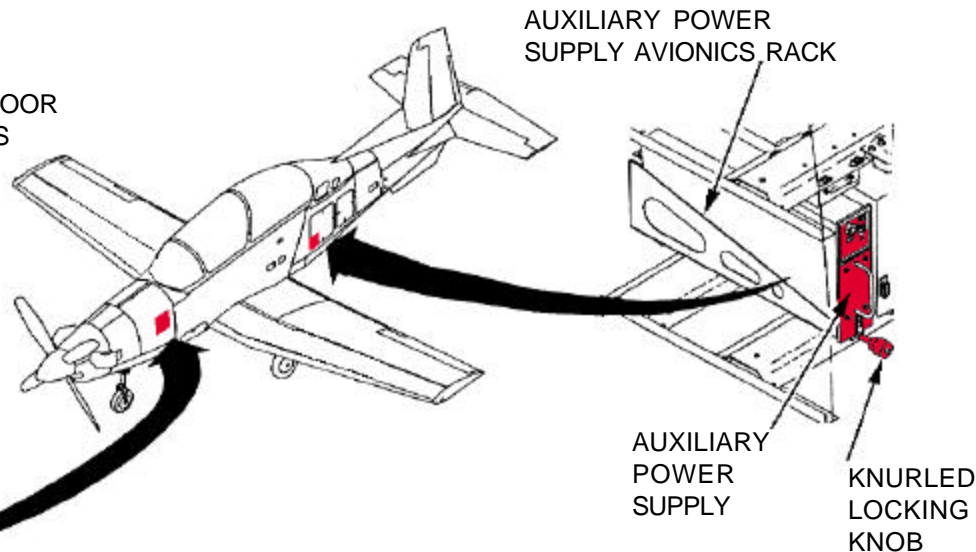
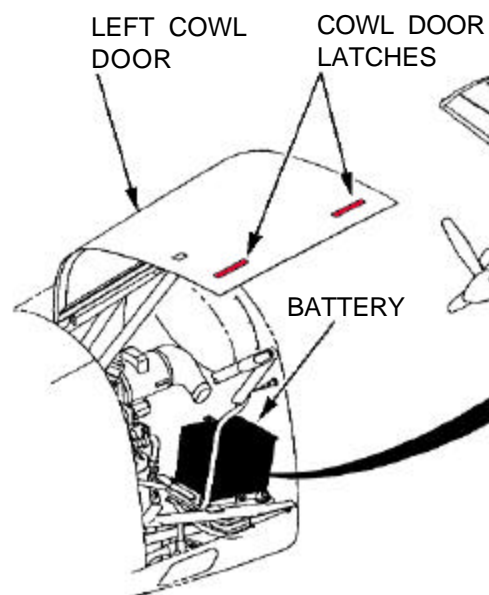
Aircraft is equipped with two Martin-Baker ejection seats with zero-zero capability. The ejection system is equipped with a Command Select Valve located on the forward instrument panel of the aft seat occupant which is used to select ejection sequence. Always work around these components to insure a safe rescue.



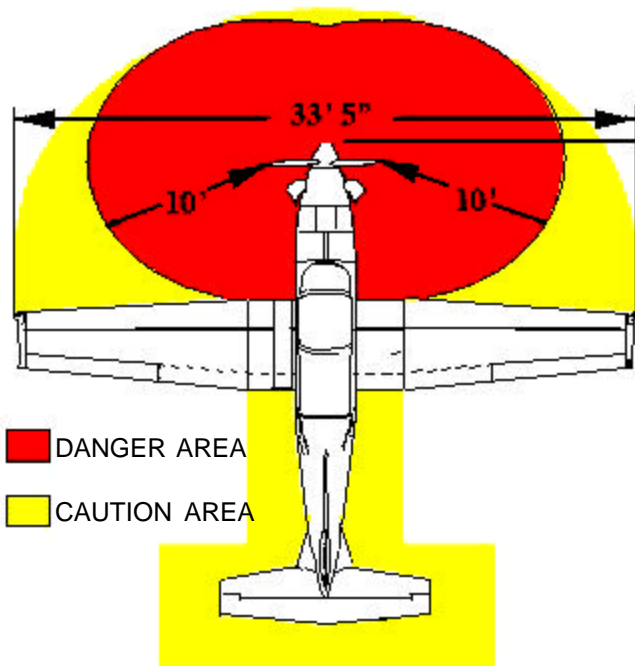
AIRCRAFT HAZARDS-Continued

BATTERY AND AUXILIARY POWER SUPPLY LOCATION

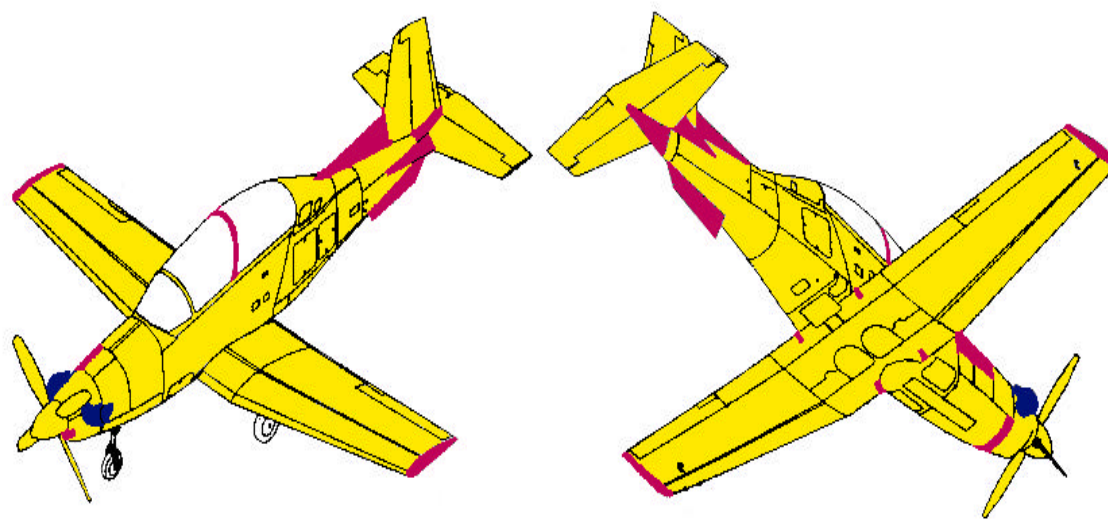
BATTERY:
ONE 24 VOLT



PROPELLER DANGER AND PROPELLER WASH CAUTION AREAS



AIRFRAME
MATERIALS



T-6A

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

T-6A

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Approach aircraft from left wing. Enter aircraft from left side of fuselage where the canopy open handle is located.

- a. Push unlock button, located forward of canopy open handle, to unlock canopy.
- b. Rotate canopy open handle clockwise to the open position.

NOTE:

Canopy is secure when in the full open position.

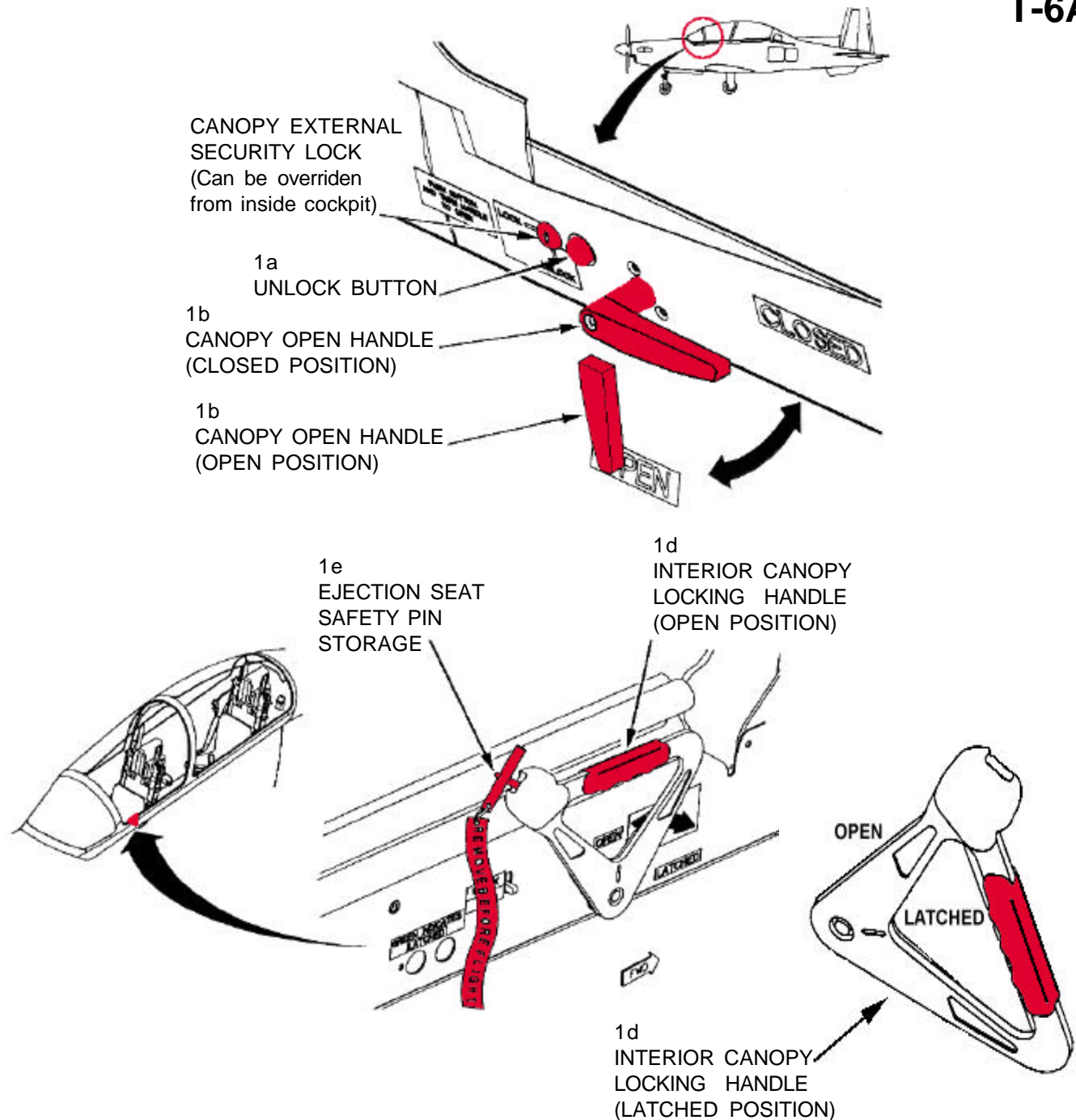
- c. Lift canopy up using the open handle.
- d. Rotate the interior canopy locking handle, located on the left canopy sill, to the CLOSED/LATCHED position.
- e. Normally, the ejection seat safety pin is stored in the internal canopy locking handle. Handle can be rotated with pin installed.

2. INTERNAL CANOPY LOCK HANDLE OPERATION

NOTE:

The following is for information only and not part of the entry procedures.

- a. Rotate the interior canopy locking handle, located on the left canopy sill, to the CLOSED/LATCHED position.



AIRCRAFT ENTRY-Continued

2. EMERGENCY ENTRY

NOTE:

Canopy fracturing system (CFS) is installed.
Canopy does not jettison.

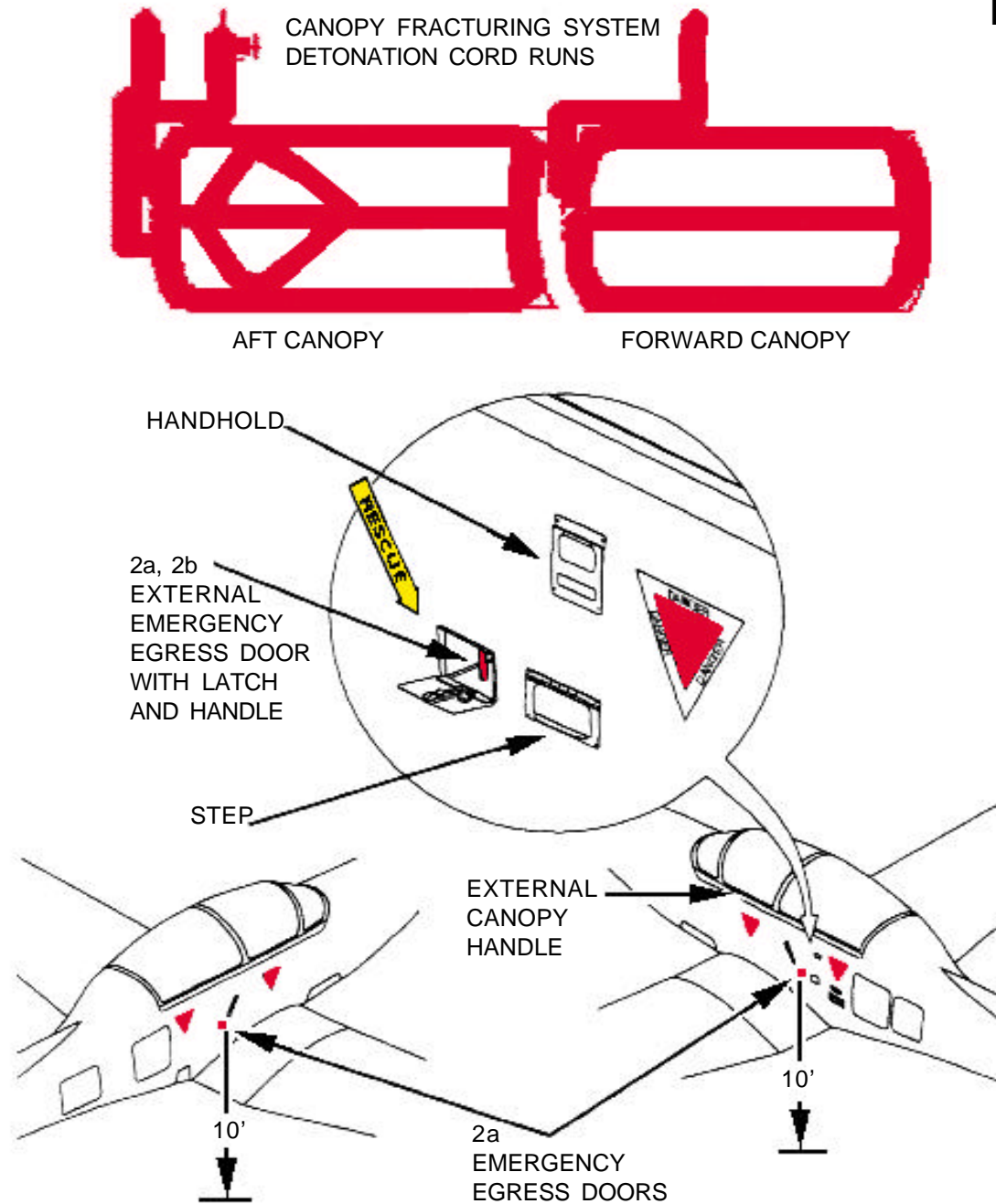
WARNING

Detonation cord is glued to inside of canopy. Face away from aircraft when initiating system due to possibility of flying fragments of canopy plexiglass.

- Open external emergency egress door, located near either wing trailing edge on side fuselage.
- Push latch on egress door, located on either side fuselage under aft canopy sill.
- If CFS safety pin is installed, remove pin and then remove "T" handle by pulling outward and aft.
- Pull "T" handle and lanyard out to full extension of 10 feet.
- Face away and pull sharply to initiate canopy fracturing system. Both transparencies will fracture and fall away.

3. CUT-IN

- If CFS system is inoperative, use power rescue saw or crash ax to gain cockpit entry.



T-6A

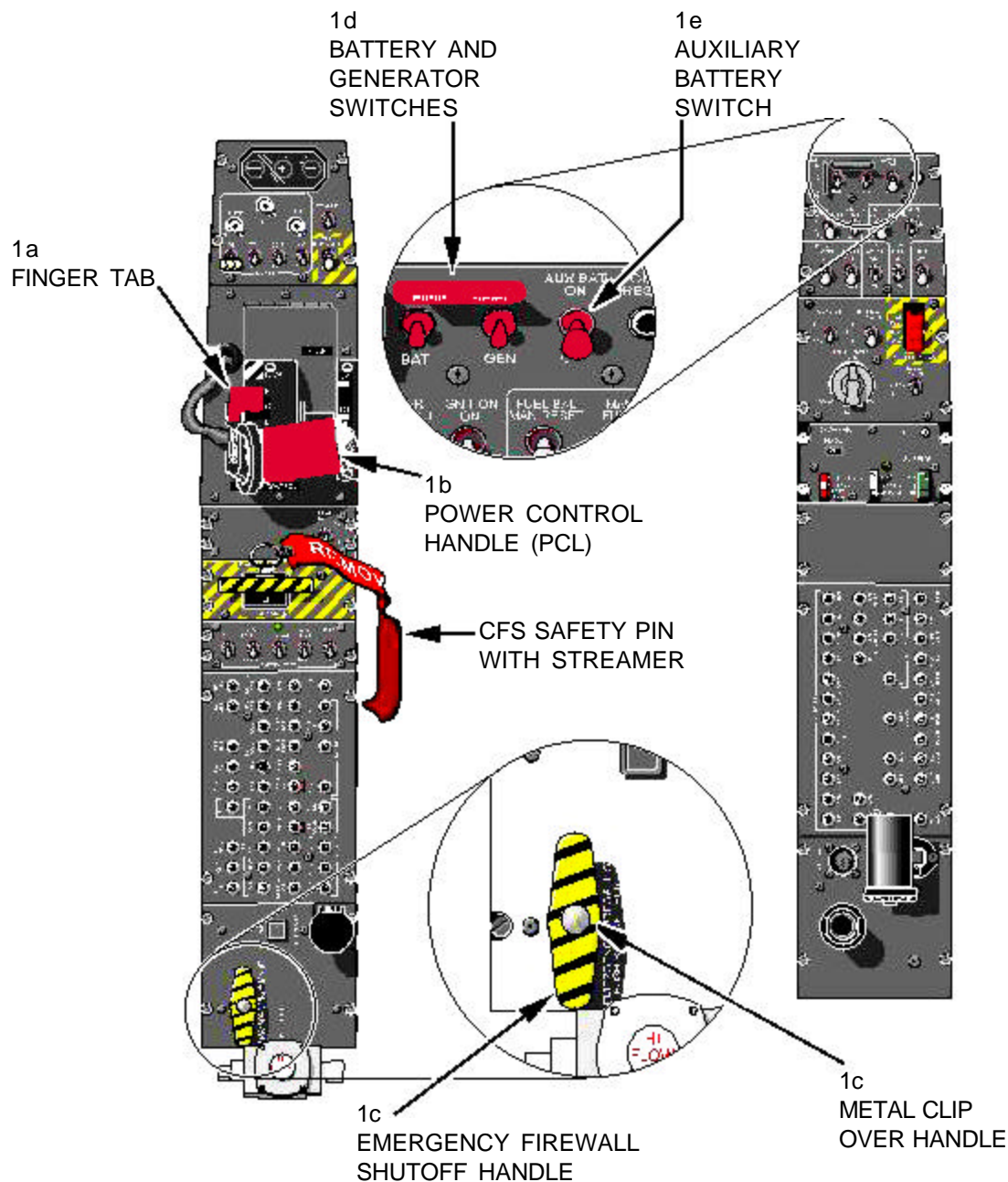
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

NOTE:

Emergency engine shutdown (to include shutting off fuel, hydraulics, and bleed air supply via the firewall shutoff handle), can be accomplished in the front cockpit only. If the front cockpit is not accessible and the engine needs to be shutdown, normal engine shutdown can also be accomplished from the rear cockpit. (In the event the front cockpit controls are not accessible or damaged, and the engine is still running, the PCL can also be placed to "OFF" from the rear cockpit.)

- Move power control lever (PCL) to idle and raise finger tab, located on the forward side of throttle handle.
- Retard power control handle (PCL), located on left console, to full aft OFF position.
- Remove metal clip and pull emergency firewall shutoff handle, located on left aft control panel of forward cockpit, to the UP position.
- Place battery and generator gang switches, located on right horizontal control panel, aft or down to OFF position.
- Lift up and move auxiliary battery switch, located right side battery/generator switch on right console, aft to OFF position.



SAFETYING EJECTION SEAT AND CANOPY FRACTURING SYSTEM

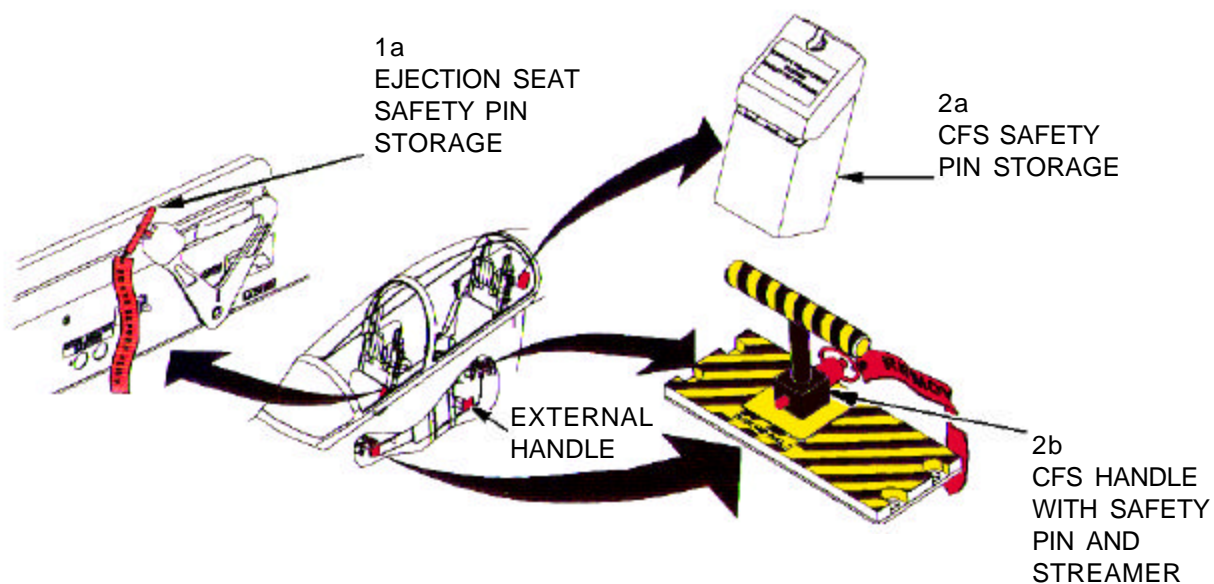
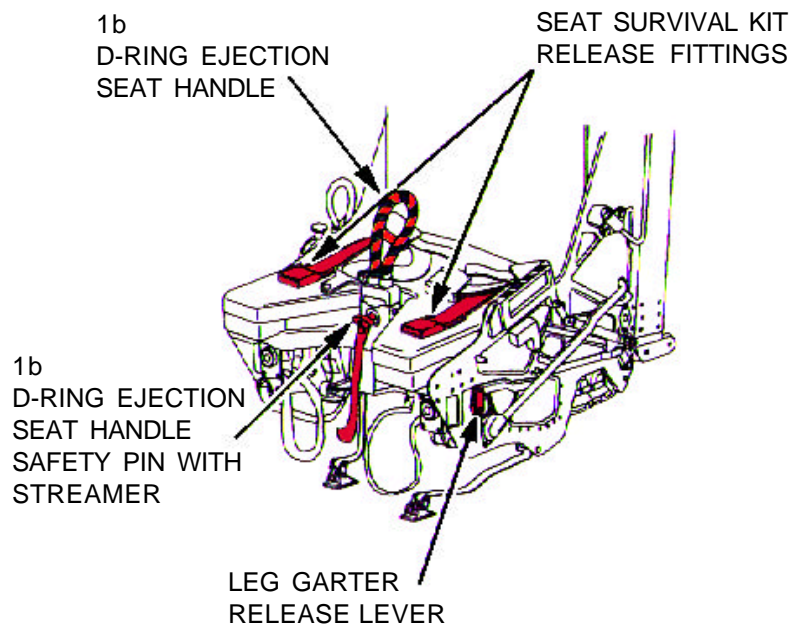
T-6A

1. SAFETYING EJECTION SEAT

- a. Ejection seat safety pins are normally stored in the canopy unlock handle, located on the left canopy sill.
- b. Insert seat safety pin into D-ring ejection seat handle, located front center of both seats to prevent inadvertent ejection during extraction of crew members.

2. CANOPY FRACTURING SYSTEM (CFS)

- a. CFS safety pins are stored in the pin storage box on the aft cockpit bulkhead.
- b. Insert CFS safety pins in the CFS handles located on the left consoles in both cockpits.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

WARNING

Insure safety pins are installed in D-ring ejection seat handle and CFS handle to prevent inadvertent ejection and detonation of the canopy fracturing system.

- a. Remove oxygen mask, if not previously done.
- b. Disconnect quick release connector on right and left leg garters at crew member's shins by squeezing tabs inward.
- c. Disconnect anti-G suit connection, located on left side of crew member, by pulling apart.
- d. Disconnect survival kit sticker clips from left and right torso harness V-rings.
- e. Unlatch lap belts connection and lay lap belts aside.
- f. Disconnect oxygen and emergency oxygen hoses, located on right side of crew member, by pulling hoses apart.
- g. Disconnect communication lead, located on oxygen hose, by pulling apart.

NOTE:

Torso harness contains strobe lights with batteries.

- h. Unlatch right and left parachute frost fittings/risers from torso harness and lay shoulder harness straps aside.
- i. Remove crew members carefully.

